



Gillespie Field Development Council



A Joint Powers Agreement Between the City of El Cajon and County of San Diego

Airport Administration Building ♦ 1960 Joe Crosson Drive ♦ El Cajon, California 92020-1236 ♦ (619) 956-4800

Jerry Hollingsworth
Chairman

John Gibson
Vice Chairman

Robert Parker
Councilman

Rick Fordem
Councilman

Clifford Leary
Councilman

DRAFT – SUBJECT TO GFDC APPROVAL April 18, 2006 MINUTES OF March 21, 2006

<u>MEMBERS PRESENT</u>	<u>STAFF PRESENT</u>
Jerry Hollingsworth	Peter Drinkwater
John Gibson	Lee Ann Lardy
Robert Parker	Roger Griffiths
Rick Fordem	Kirsten Aaboe-Hope
Cliff Leary	Reggie Angquico

*For others present, sign-in sheet is available in the Administration Building office.

1. ROLL CALL

Chairman Hollingsworth called the meeting to order at 6:00 p.m.

2. APPROVAL OF MINUTES

Mr. Parker made a motion that the minutes of February 21, 2006 be approved. Mr. Leary seconded the motion, which passed unanimously.

3. CHAIRMAN'S REPORT

There was no Chairman's report.

4. REAL PROPERTY UPDATE

- Weld Development Update

Ms. Lardy reported that the proposed Pacific Scenes Development at Weld and Cuyamaca is moving forward. Most of the Area in this parcel was included in the original Instrument of Release. The area on the northern portion of the parcel is not included but is shown on the current ALP as non-aeronautical use. The FAA has already indicated that they will look favorably on a request to include this area. County staff is completing the exhibits and required documentation and the Request for and an Adjustment to the Instrument of Release will go to the FAA in the near future.

- Marshall Avenue Non-Aeronautical Property

Ms. Lardy presented a chronology detailing the history of the proposed development along Marshall Avenue (attached). The proposed developer was selected by conducting an RFP. Ms. Lardy pointed out that the proposed leases had not been approved by GFDC or the Board pending the release of the land for non-aeronautical use it was staff intention to continue to deal with the group represented by Pacific Properties and they had always been a good and reliable tenant of County Airports. Mr. Gibson feels that the County has dragged its feet on leasing the vacant land by Marshall Avenue. He suggested that County Airports should lease the land as soon as possible or subcontract the work to have it leased.

Mr. Drinkwater replied that the Aerospace Museum had expressed some interest in building a museum in the vacant lot. County Airports should not act on leasing the land to anyone until the Aerospace Museum has determined that they are no longer an interested party. Mr. Drinkwater explained that the vacant lot is currently for aviation use and to release it for industrial use and having the Aerospace Museum still interested in relocating there would have brought on problems with the Federal Aviation Administration (FAA).

Mr. Fordem stated that the Aerospace Museum has been given enough time to make their decision.

- Undeveloped South Weld Property

Ms. Lardy explained the County had turned down an unsolicited proposal to lease land south of Weld for outdoor storage. She explained the main reason for this is staff wants to wait and determine if the land would be needed for environmental mitigation, such as relocation of ambrosia, for the current development projects Cajon Air Center and Pacific Scenes.

Mr. Drinkwater explained that County Airports prefers to relocate the Ambrosia on top of the landfill, permitting open storage leasing by the vacant south Weld Avenue but agrees it is preliminary to make decisions until the Ambrosia mitigation is concluded.

5. UPDATE ON CAJON AIR CENTER CRITERIA DEVELOPMENT WORKSHOP

Ms. Kirsten Aaboe-Hope gave a PowerPoint presentation summarizing the two workshops held at Mission Trails Regional Park. Twenty people participated in developing recommended criteria for selection of potential Cajon Air Center (CAC) developers. Please see minutes from the workshop for details.

Discussion followed regarding minimum capitol improvement requirement and length of lease terms. Staff reported that no decisions have been made on these items.

Mr. Fordem read from the Federal Register that airport proprietors must maintain a fee and rental structure that will cause the airport to be self sustaining. Mr. Fordem explained that fee structures outside the fence should be fair market value but inside the fence charges to aeronautical users must be reasonable and not unjustly discriminatory. Mr. Fordem stated that airports should establish new fees and generate revenue from all sources but airport operators should not seek to create a revenue surplus that exceeds the amount to be used for the airport system. Mr. Fordem cautioned Mr. Drinkwater when setting rates such as \$5000 since it can create a surplus and Gillespie Field is definitely self sustaining and running the other 7 airports.

Mr. Drinkwater disagreed that Gillespie Field is running the other airports and stated that Fallbrook/Palomar are self sustaining; Ramona Airport is close to being self sufficient and the desert airports depend on the other 4 airports.

Mr. Fordem pointed out that if the other airports are close to being self sustaining then maybe a reprioritizing of the \$10 million bond money fund AEF projects is appropriate.

Mr. Drinkwater replied that the \$10 million has been committed by priority of projects based on realistic schedules for environmental, design and construction work to be completed. Since there is only 3 years to use the funds, there is not a lot of time for reprioritizing projects.

Mr. Fordem asked if the GFDC had any input in allocating the \$10 million.

Mr. Drinkwater replied that the GFDC was briefed and given a copy of the projects.

Mr. Fordem reminded everyone that the powers and duties of GFDC are to review and make recommendations to the Board of Supervisors on all expenditures related to Gillespie Field.

6. AIRPORTS DIRECTOR UPDATE

Mr. Drinkwater showed a picture of buildings identified on the present Gillespie Field Airport Layout Plan (ALP) as to be acquired. He stated there are buildings identified on the ALP to be acquired that will not be acquired since they are not in a runway protection zone. Some of the areas identified by the ALP for acquiring land will be changed to acquiring aviation easements. All trees obstructing Runway 27 have been removed. There is still difficulty relocating the Precision Approach Path Indicator (PAPI) because of lack of engineering records. The Airport Manager is working this issue with the FAA.

Mr. Leary reviewed the past procedures on the way changes were made on the ALP in accordance to the Joint Powers Agreement. Mr. Leary was concerned that changes are currently being made on the ALP without presenting it to the GFDC for review and approval.

Mr. Drinkwater replied that there should have been a complete master plan instead of only an ALP if the intent was to create a detailed development for Gillespie Field document. An ALP is a notional planning document and that is why there are so many changes/updates which are typical.

Mr. Leary inquired about Mr. Drinkwater's statement in a previous meeting regarding not extending Taxiway Charlie.

Mr. Drinkwater explained the proposal to extend Taxiway Charlie may be considered an expansion of Gillespie Field and require more in depth environmental studies. It would be better if it could be identified by the Runway Safety Action Team (RSAT) as a project, and be funded as a safety issue. This would push it up on the FAA funding priority list.

Mr. Leary inquired about the planned relocation of the Administration Building which is presently identified in the current ALP as being located at the northeast end of the CAC.

Mr. Drinkwater stated that a proposal is to locate it by the Trolley Station as a potential project using some of the bond money repaying the AEF. This building concept would provide for County Airports Administrative staff with operations and transient center on the flight line side connected by an elevator/foot bridge.

Mr. Leary pointed out that he has never seen a terminal that is outside the airport fence and is inaccessible to aircraft and crew. He feels that this proposal needs to be looked at very carefully. Mr. Leary also wanted to know if the GFDC's approval is no longer necessary to make changes to the ALP.

Mr. Drinkwater explained that the ALP needs amending and the changes will be presented to the GFDC when finalized. It will then be sent to the FAA as an amended ALP per their approval.

Mr. Gibson asked the following question, based on what Mr. Fordem read from the Federal Register. "If the other airports are hypothetically self-sustaining and Gillespie Field is creating additional revenues, is it potentially possible that Fixed Base Operators rent would decrease due to surplus money?"

Mr. Drinkwater replied that he does not agree with the interpretation and explained that any business should have a reserve in case there is economic hardship and this is not a surplus. He also added that the County Airports reserve is insufficient. It should be 2.5 times the operating budget. Mr. Drinkwater explained that County Airports has numerous projects at each of its airports and the greatest difficulty is dealing with the different groups that represent each airport. Each committee has their own interests in the specific airport they represent. Trying to manage and prioritize projects causes conflicts which could be avoided if there was one single committee representing all County Airports. He further explained that all groups representing the different airports have a shared responsibility regarding use of the Airport Enterprise Fund (AEF) and no one group may monopolize/control the funds. The money is for the operation / maintenance / support / development and needs of the County Airports System.

Mr. Gibson clarified his question and asked, "If the reserve was met and all airports were self sufficient, is there any motivation for County Airports to decrease FBO'S rent?"

Ms. Lardy replied that although the FAA does not require market rent inside the fence but does require airport operators be non discriminatory regarding charging rent. FAA is also concerned with renewing leases with the same party, they are also looking at how often Request For Proposals (RFP's) are done.

Mr. Hollingsworth commented that with the increase of cost, he does not foresee County Airports having excess revenues that might allow rent rebates to FBO's or others.

Mr. Leary stated that he did some research on building a pedestrian overpass and said that it would cost about \$3 to \$5 million. He advised that this project be looked at carefully since there are not that many pedestrians that will use it and there are security issues involve.

Mr. Drinkwater replied that a prefabricated overpass might cost about \$1.1 million but the concept is still only being studied. No immediate action is

expected but the land and area on the trolley side should be reserved until facts are known and a reasonable decision can be made. The FAA strongly supports intermodal facilities. San Diego Metropolitan Transit Authority supports collocation at the Gillespie Field stop.

7. AIRPORT MANAGERS UPDATE

Mr. Griffiths stated that the AWOS is not operating when the ATIS is on in order not to have two different weather systems giving out weather data at the same time. The duty air traffic controllers are certified weather observers and takes precedence over the AWOS. Mr. Griffiths also stated that non-movement area boundary lines will be enforced at Gillespie Field in the coming months. He also notified everyone that the vehicle viewing area will be relocated but there will be a lag time before the new one is created with the hope that the homeless population will move elsewhere. He also stated that he is in the process of contacting prospective participants in the Good Neighbor Program.

8. OPPORTUNITIES FOR MEMBERS OF THE PUBLIC TO ADDRESS THE GILLESPIE FIELD DEVELOPMENT COUNCIL ON MATTERS NOT PREVIOUSLY DISCUSSED

Barry Bardack requested that the GFDC have a motion to direct County Staff to post the GFDC Agenda at least one week in advance in order to have time to research the topics before the meeting.

Steve Real announced that Wings Over Gillespie will be held at Gillespie Field from April 21st through April 23rd, 2006. The theme will be Wings of the Silver Screen.

Phyllis Trombi reminded that the CAC Criteria Development Workshop also agreed to have a balance of mix of aircrafts at the CAC as stated in the ALP. She also stated she contacted Kevin Kennedy of the FAA regarding the possibility of rents going down and he replied that it is conceivable but not likely. It could happen if airports had extensive surpluses.

Betty Chavetz inquired if local residents can attend the workshops and she wanted to be informed whenever they occur.

Mr. Drinkwater replied that the purpose of the past workshop was to create criteria to be use for the future RFP in developing the vacant CAC. The participants of the last workshop were interested developers, FBO's, pilots and GFDC members and did not involve local residents / homeowners.

Bob Davison representing the Speer Field hangar owners was concerned with the Captain Eddie project, stating they were not aware of the plan. He

requested that GFDC reconsider the project since access to Captain Eddie's property requires infringing on Speer Fields property.

Mr. Gibson suggested that Captain Eddie's project be relocated at the CAC and the property returned to the County. He also gave the possibility of the County Airports Administration Building be built there which would be near the proposed west side tiedowns.

Ms. Lardy explained they already had an existing lease for the property and the only way out of that is a County lease buy out. This is not a practical option and is not recommended to even be considered.

Mr. Drinkwater recommended that the GFDC wait for the opinion of County Council before rendering any more discussion on this matter

Mr. Hollingsworth proposed that after County Council reviews the issue that the GFDC have a closed session to discuss the matter.

Robert Jensen volunteered to be a member of the Good Neighbor Program and stated that there are other homeowners associations besides Fletcher Hills. He is concerned with the numerous touch and go's and helicopter activities. He stated that he was concerned that Mr. Drinkwater would suggest to the GFDC doing improvements that do not have required environmental impact studies completed.

Mr. Drinkwater replied that he has never advocated any work be done without proper environmental studies being completed. He explained that the Environmental Impact Report (EIR) public hearing for CAC has been scheduled for Friday, March 9, 2007. The public will be notified by newspaper and those who signed up to be notified will receive mailings.

Linda Jensen complained about the aircraft flying over their house almost every quarter of a minute since September and said it is impacting her health. She has lived at her present residence for eight years and she could not afford to move elsewhere. She stated that there are a lot of residents suffering who do not know where to turn. Ms. Jensen is interested in joining the Good Neighbor Program.

Karen Gomes expressed concerns about public notice for EIR meetings. She said that Supervisor Dianne Jacob wants to be sure the public is given proper notice of all meetings as required by law.

Mr. Drinkwater assured Ms. Gomes that public notice will be given as required.

9. OLD BUSINESS

No old business

10. NEW BUSINESS

No new business.

Mr. Hollingsworth adjourned the meeting at 8:50 p.m. The next meeting of the Gillespie Field Development Council will be at 6 p.m., Tuesday, April 18, 2006 in City Council Chambers, 200 E. Main Street, El Cajon.

By _____
Reggie Angquico, Office Support Specialist